Amendments to the specification

Applicant has amended the description of figure 6 by adding the number 600 to disclose the Stores Transfer Kit. In accordance with the requirements of C.F.R. 1.121(b)(3), Applicant requests the original specification be replaced with the attached replacement specification.

Please find below the amended paragraphs describing figure 6 from page 19 lines 1-24 of the specification:

"Referring now to Fig. 6 that is a partial cross-sectional view of the aircraft wing, the supplier pylon, the extension line connectors, and the STK. The supplier pylon 61 is physically attached to the outboard wing station of the aircraft wing 60. The aerodynamic covering 65 of the STK 600 encloses the integrated extension connector including a fuel line connector 64, a compressed air connector 63, and an optional power line and an optional data link connector 62. Due to the aerodynamic shape of the covering 65 and due to the fact that the extension lines are located as close to the wing surface as possible the aerodynamic drag effects of the external assembly will be minimal.

The vertical depth of the STK 600 envelope depends on a given gauge size of the extension fuel lines and the extension compressed air lines. Large gauge extension fuel lines and compressed air lines necessitate the forming of a vertically deeper STK covering 65 while the utilization of small-diameter extension lines enable the placement of the STK covering 65 closer to the wing lower surface. As the size of the STK 600 directly affects drag a variety of extension line gauges could be provided. Although small diameter extension lines effect reduced fuel transfer rates and consequently places limitations of the selectable propulsion modes, the fuel from the fuel tanks attached to the supplier pylons is typically utilized in the initial stages of the mission where fuel consumption-extensive propulsion modes are not usually required. The given gauge of the extension lines associated with the STK further effects the transfer rate of fuel from a tanker aircraft to the carrier aircraft and thereby having a significant impact on the required duration of an aerial refueling operation."